

World Ship Society – Torbay & East Devon Branch

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Meetings held the second Tuesday of each month at the Alice Cross Centre, Teignmouth



Branch Newsletter: April 2015

Branch Calendar

14/04/2015 Mostly from the Mediterranean (*Roland Whaite*)

12/05/2015 Ships Here and There (*David Eeles*)

09/06/2015 Container Ship Travels (*Andrew Hogg*)

Branch Notes: March 2015

In March Tom Walker opened his archives to present a talk covering his sixty years as a ship spotter. The evening was spent viewing excellent photographs, mostly taken by either Tom or his father, showcasing scenes in Teignmouth, Avonmouth, Southampton and further afield on the continent. There really was something for everyone, from war-built cargo vessels to the newest container ships with almost every conceivable type in between. The talk was meticulously researched, complemented with Tom's excellent local knowledge of the ports he showed. We thank him for his efforts, and hope that he can be persuaded to return next year.

Shipping Movements: March 2015

Teignmouth

CK Pearl (12/2625dwt, NLD) arrived 01/03/2015 from Teesport and sailed 03/03/2015 for Fowey.
Stefan K. (95/3710dwt, NLD) arrived 03/03/2015 from Belfast and sailed 04/03/2015 for Castellon.
Frisium (92/2355dwt, NLD) arrived 05/03/2015 from Amsterdam and sailed 05/03/2015 for Rotterdam.
Diamonde (85/2284dwt, VCT) arrived 08/03/2015 from Klaipeda and sailed 08/03/2015 for Rouen.
Paper Moon (90/2717dwt, ATG) arrived 08/03/2015 from Brugge and sailed 09/03/2015 for Rotterdam.
Eagle (92/2220dwt, GBR) arrived 13/03/2015 from King's Lynn and sailed 13/03/2015 for Shoreham.
Sea Shannon (98/2268dwt, NLD) arrived 16/03/2015 from Erith and sailed 17/03/2015 for Ghent.
Paper Moon (90/2717dwt, ATG) arrived 17/03/2015 from Amsterdam and sailed 18/03/2015 for Rotterdam.
Nordica Hav (82/2299dwt, BHS) arrived 19/03/2015 from Tilbury and sailed 19/03/2015 for Gdansk.
Sandettie (04/2934dwt, NLD) arrived 19/03/2015 from Klaipeda and sailed 23/03/2015 for Rotterdam.
Pamir (94/3002dwt, ATG) arrived 20/03/2015 from Portland and sailed 20/03/2015 for Aveiro.
Celtic Spirit (96/4135dwt, GBR) arrived 21/03/2015 from Aveiro and sailed 22/03/2015 for Poole.
Wilson Astakos (10/3597dwt, MLT) arrived 21/03/2015 from Rouen and sailed 24/03/2015 for Swansea.
Eems Stream (10/2620dwt, NLD) arrived 24/03/2015 from Wismar and sailed 25/03/2015 for Newport.
Frisium (92/2355dwt, NLD) arrived 30/03/2015 from Amsterdam and sailed 31/03/2015 for Southampton.

Lyme Bay

Formosa Falcon (05/70426dwt, LBR) arrived 04/03/2015 and sailed 06/03/2015 for Mongstad.
Thun Galaxy (01/7559dwt, NLD) arrived 04/03/2015 from Plymouth and sailed 04/03/2015 for Rotterdam.
Leo Trio (95/2300dwt, PAN) arrived 12/03/2015 from Tilbury and sailed 14/03/2015 for La Coruna.
Karsoy (09/10563dwt, TUR) arrived 29/03/2015 and sailed 20/03/2015 for Bejaia.
Bonita (87/1496dwt, LTV) arrived 30/03/2015 from Vlaardingen and sailed 31/03/2015 for Bilbao.

Tor Bay

Ivan Kudryavtsev (10/4496dwt, PAN) sailed 02/03/2015 for Bilbao.

Suoyarvi (94/2300dwt, RUS) arrived 30/03/2015.

Shokland (10/3300dwt, NLD) arrived 30/03/2015 from Emden.



Two first-time callers at Teignmouth in March were Wilson Astakos (left) and Celtic Spirit. (Photographs: David Walker).

50 Years Ago – April 1965

Tom Walker

My records show that in April 1965 we had 45 arrivals at Teignmouth. These followed the normal pattern of mostly ships arriving in ballast for ball clay, with six cargoes of Newton Abbot Power Station coal, all arriving on the Metcalf ships: DANIEL M. (448/36); PAUL M. (478/38); MONICA M. (534/36) - with three cargoes, and THOMAS M. (593/38). There was also one cargo of household coal from Goole arriving on Wharton's, Dutch built, TRYONIA (481/49)

Export cargoes were ball clay, and once again no vessel exceeded 1,000 tons deadweight. A number of regular callers came in the 900-950 ton range. The Dutch flagged managers Terwogt and Lagers from Amsterdam had a number of their ships take clay to Italy: ALETTA JOHANNA (945dwt/57); GEERTRUID MARGARETHA (940dwt/57); RUDOLF J (935dwt/58); Other larger callers were the Spanish MIRENCHU (930dwt/57), loading for La Spezia; and the VALKENIER (940d/63) which loaded for Haifa,

The clay cargoes went to Denmark, France, Israel, Italy, the Netherlands, Spain, Sweden, and West Germany and clay exports totalled 23,694 tons. One cargo of clay was also reported as going to Liverpool.

Amongst the flags flown by callers were: British; Danish; Dutch; Spanish; and West German. 'Local' coastwise arrivals were from: Shoreham; Portsmouth; Exmouth; Plymouth; Par; Truro; Jersey; Bristol; and Avonmouth.

The only note of ships passing that I have for this month was for the West German liner HANSEATIC (30,030/30) which was visible many miles offshore completing a trans-Atlantic voyage to Southampton. The HANSEATIC had been built as the EMPRESS OF JAPAN for Canadian Pacific, but was renamed EMPRESS OF SCOTLAND in 1942, presumably to cut ties with Japan after their entry into the Second World War.

On 10 April 1965, Dad and I ventured to Avonmouth and Bristol. The only vessel in Bristol was General Steam Navigation's SEAMEW (1,220/47), although we did glimpse the Norwegian STANFORD (1,523/59) on her way up the Avon later. Also present were several of T. R. Brown's barges and sand dredgers.

Avonmouth had an interesting range of shipping, as usual for those days. Everard's ACCLIVITY (1,179/29), originally built for Athel Line's Caribbean coastal service as the ATHELTARN was in port, along with ships from the Blue Star Line (ADELAIDE STAR - 12,964/50), Clan Line (CLAN MACILWRAITH - 7,419/60), Donaldson's (LISMORIA - 8,323/45 - a Victory type converted to carry passengers), Manchester Liners (MANCHESTER TRADER - 7,916/55), and Palm Line (ENUGU PALM - 5,328/58). Also in the Royal Edward Arm was the Canadian ice-breaker HUDSON (3,721/63) on a courtesy visit and New Zealand Shipping Company's PIPIRIKI (10,065/44) was in the graving dock. The PIPIRIKI was registered at Plymouth. We spent most of the afternoon at the lock gates where we photographed Blue Funnel's CALCHAS (7,436/47) and Elder Fyffes' banana boat CHUSCAL (6,282/61) arriving. Significantly, apart from one Dutch coaster (FOKKE DE JONG SR - 400/58) and the Canadian icebreaker, all the ships recorded were British flagged.

I rounded the month off with a visit to Plymouth where the Irish coaster CLONLEE (643/59), until earlier that year running as ICI's CALCIUM, was alongside at Cattedown. The BP tanker BRITISH KESTREL (11,171/62) was at anchor in the Sound along with the naval stores carrier BACCHUS (4,823/62) and RFA tanker BROWN RANGER (3,417/41).

At this time the Shaldon Ferry service was operated by the local authority, and Teignmouth Urban District Council decided to sell the No. 3 ferry boat to Bill Matthews, reducing the available boats on the service to two.

The two local fishermen who had been sent to prison in August 1964 on smuggling charges were released having spent eight months in Haldon Open Prison. Originally, each was sent to prison for six months and fined 1,300, but both received an additional six months imprisonment in lieu of non-payment of their fines; they also earned good behaviour remission.

Looking further afield, on 14 April 1965, John Brown's Clydebank shipyard launched the cruise/passenger liner KUNGSHOLM (26,678/66) for Swedish Amerika. She was built for the Gothenburg/New York service and had a capacity for 713 passengers when on the trans-Atlantic route or 450 when cruising. She will be familiar to members as SEA PRINCESS and VICTORIA, names she used when owned by P&O and often seen at Southampton from 1982 to 2002. Subsequently she was renamed MONA LISA, OCEANIC II, MONA LISA (again) and is now reported to be a static hotel in Oman under the name of VERONICA.

75 Years Ago - April 1940

The local press carried a report that three German aircraft had attacked the Metcalf owned coaster DAVID M. (350/33). The ship's gunners responded to the attack and drove off the aircraft, one of which had been hit and damaged. The DAVID M. was a regular visitor to Teignmouth and survived the War, continuing to trade to Teignmouth until the late 1960s.

100 Years Ago - April 1915

The crew of the collier CITY OF BREMEN (1,258/1899) were rescued by the Teignmouth owned barquentine FANNY after the collier had been torpedoed on 04 April 1915 twenty miles from the Wolf Rock by the submarine U-24. Four of the CITY OF BREMEN's crew of seventeen were lost. The CITY OF BREMEN was owned by Palgrave Murphy and flew the Irish flag and was on a voyage from Port Talbot to Nantes. She was built in 1899 as the WARWICK for Atkinson Bros. of Newcastle who sold her in 1914. The FANNY was owned by Mr. J. W. Finch of Landscore Road, Teignmouth.

The U-24, which torpedoed the CITY OF BREMEN had been extremely active in the Western Approaches, and had also claimed the battleship FORMIDABLE, 30 miles south of Lyme Regis in January 1915.

Also in April 1915, the U-24 accounted for the steamer LOCKWOOD (2,042/1900), 25 miles SW of Start Point; J Hay's steamer THE PRESIDENT (647/1904), scuttled 14 miles off the Lizard on a voyage from the Clyde to St. Malo, and the French steamer FREDERIC FRANCK (973/1875) which was damaged on a voyage from La Pallice to London.

Sources used: My own records; Teignmouth Post and Gazette (copies made available courtesy of Teignmouth Museum); www.wrecksite.eu/wreck; <http://uboat.net>;

Many thanks to this month's contributors: Rodge Musselwhite, Hugh Rodway and Tom Walker. Contributions for future issues, either short articles or news with a local maritime theme, are welcome. Please email them to David Walker.